

Press release



29 July 2013

LAUNCH OF JOINT CONCENTRATED INSPECTION CAMPAIGN ON PROPULSION AND AUXILIARY MACHINERY

The Maritime Authorities of the Paris and the Tokyo Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) with the purpose to ensure compliance with SOLAS Chapter II-1. The scope of the CIC is the safety of propulsion and auxiliary machinery, especially the working order and maintenance of the main engines, auxiliary engines, auxiliary equipment and their related alarm systems. Special attention will be given to familiarity of the crew with safety and emergency procedures with regard to these systems.

This inspection campaign will be held for three months, commencing from 1 September 2013 and ending on 30 November 2013.

The propulsion and machinery installations will be verified in more detail for compliance with the mentioned scope of the CIC during a regular Port State Control inspection conducted under the regional ship selection criteria within the Paris and Tokyo MoU regions.

Port State Control Officers (PSCOs) will use a list of 12 selected items to verify critical areas for the propulsion and auxiliary machinery installations, some of which are related to documentation, main and auxiliary equipment, crew familiarization and operational controls. For this purpose, PSCOs will apply a questionnaire listing a number of items to be covered during the concentrated inspection campaign. The questionnaire has been annexed to this press release.

When deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Paris and Tokyo MoU web sites will take place.

It is expected that the Paris and Tokyo MoUs will carry out approximately 10,000 inspections during the CIC.

The results of the campaign will be analyzed and findings will be presented to the governing bodies of the MoUs for submission to the IMO.

Other MoUs will also carry out a CIC on the same topic during this period.

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Notes to editors:

Paris MOU Tokyo MOU

Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.

The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.

The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and the Environment and located in The Hague.

The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 18 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.

The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS center is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.

Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.

MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL IN THE ASIA-PACIFIC REGION



CONCENTRATED INSPECTION CAMPAIGN ON PROPULSION AND AUXILIARY MACHINERY 01/09/2013 to 30/11/2013

CIC ON PROPULSION AND AUXILIARY MACHINERY

Inspe	ction Authority							
Ship Name			IMO Number					
Date of Inspection Inspection Port		Inspection Port						
No.		QUESTION		Yes	No	N/A		
DOCUMENTATION								
1	operation, written	in a language understood	machinery essential to sale by the ship's personnel?	Ш				
2	If the ship operates with periodically unattended machinery spaces, has it been provided with documentary evidence of fitness?			s it				
MAIN ENGINE AND AUXILIARY ENGINES								
3	the main engine ar	nd auxiliary engines appe	natic shut-off arrangements f ar to be working satisfactory	? 📙				
4			in place to minimize danger surfaces, electrical shock a					
5	Does propulsion no operational condit	nachinery and essential at ion?	uxiliaries appear to be in					
6	Is cleanliness of th	ne Engine Room, includin	g bilges satisfactory?	Ď				
AUXILIARY MACHINERY								
7	safe working orde	r?	Feed Systems appear to be					
8	Do the emergency working satisfactor		mergency lighting appear to	be				
9	Do the bilge pump	ing arrangements appear	to be in good working order	? 🗆				
		OPERATIONAL CON	NTROLS					
10	satisfactory?		essed, was it found to be					
11	Where an emerger it found to be satis		in engine was witnessed, wa	s 🗆				
12	Has the ship been	detained as a result of thi	is CIC?					

Notes:

The detail of any deficiencies should be appropriately entered on the PSC Report of Inspection Form B and include the deficiency code as indicated in the question.

For questions combined with the conjunction "and", if the box "YES" is marked, means all the parts in the question are in compliance. If any part of the question is not as required, the box should be marked "NO".